

STORE CLOSING TO-DAY AT 5 P. M.

Miller & Rhoads

Mail Orders Filled at Advertised Prices

Reduced Prices on Silk Dresses

About a hundred Dresses in the lot. Pretty One-Piece Dresses of Messalines, Foulards, Rajahs and Taffetas, in the plain, figured and striped effects. These Dresses come in old rose, peacock blue, green, ponceau color, raspberry and taupe. They have been selling at \$13.98 to \$29.50; we have reduced them to prices ranging from \$7.95 to \$19.50—a saving to you of from \$6.00 to \$10.00 on a Dress.

Special Values in Linens.

An early purchase of Fancy Linens from a manufacturer who wanted quick money gives us an unusual opportunity for offering you these pure linen pieces hemstitched, and with three rows of openwork at one-third less than the retail value.

18x36 pieces	50c	18x54 pieces	\$1.00
18x42 pieces	50c	30x30 pieces	\$1.00
24x36 pieces	75c	30x40 pieces	\$1.39
18x36 pieces	75c	18x54 pieces	\$2.50
18x42 pieces	85c	18x54 pieces	\$2.50

Linen Huck Towels

\$1.85 for a Dozen Towels Worth \$3.00.

These Linen Huck Towels are soft weave and free from any dressing or filling. They are made in America at the Oxbrook Linen Mills, and the linen used in weaving them is as fine quality as any foreign mills use in making towels which sell for nearly twice as much. These towels are the same size and weight as the regular 26c ones but we are offering them in our August Linen Sale at 17c each, or \$1.85 dozen.

OFFER HELP, BUT WON'T GIVE BOND

Friends of Abram Eby Still Maintain That His Mind Is Unbalanced.

Many friends in Burkeville have interested themselves in the case of Mayor Abram C. Eby, who is locked up in Moyamensing Prison, Philadelphia, on a charge of sending letters to President McCrea, of the Pennsylvania Railroad, threatening to blow up properties of the company with dynamite unless \$45,000 were given to him as payment of an obligation which the accused believed the railroad owed his father.

Several of these friends have been to the office of the United States District Attorney and inquired about the condition of Eby, and have taken occasion to express sympathy with him and to say that they would like to help him. It is significant, however, that none has come forward with an offer to raise the \$45,000 bond under which Eby is now being held. There seems to be some sympathy for him, and several have expressed their doubts as to his sanity, but further than that no one has cared to go.

Eby will be tried in Philadelphia, where he was arrested, and the trial will depend on whether the insanity plea, which is taken, will be entered, will stand the test of searching examination. It is not known here whether he has employed a lawyer. Being an attorney, he defended his case himself in the preliminary hearing. It is said that the post-office officials, who base their judgment on the manner in which Eby has so far conducted himself, believe him to be of sane mind, though acquaintances after several months of observation, that he has shown signs of losing lucidity which once marked him among members of his profession. He was well-known here years ago, and there are still many in Richmond who remember and speak well of him.

POLICE COURT CASES

Two Sent On to Grand Jury; Others Flayed and Dismissed.

Isaac Revere, white, was sent on to the grand jury from the Police Court yesterday morning on the charge of stealing a \$40 watch and chain from the person of R. J. Smith.

Charles Alspaugh, alias York, colored, was sent on to the grand jury on a charge of breaking into the residence of Charles Green and stealing therefrom two suits of clothes.

William T. Major, white, was dismissed on three warrants charging him with stealing money from the Metropolitan Life Insurance company as to Robert Evans, colored, was sentenced to four months in jail on a charge of stealing shoes and rubbers from the Hanover Shoe Company.

Arthur Warwick, colored, was dismissed on the charge of selling cocaine.

J. M. Burnett, white, was fined \$10 for assaulting Robert Crowder with an iron wrench. He was trusted for the fine.

Skid Garnett, colored, was fined \$10 and placed under \$100 security for twenty days on a charge of operating a gaming house at 13 North Sixth Street, and the men caught playing were fined \$5 apiece.

Dr. Simpson in the City.

The Rev. T. McN. Simpson, D. D., formerly of Berkeley, Va., but formerly stationed at Clay Street Methodist Episcopal Church of this city, is on a short visit to Richmond, and will conduct the midweek prayer service this evening for his old congregation.

NAMES CARDWELL TO TAKE CENSUS

Understood Here That He and Bunting Will Be Appointed for Virginia.

Of the appointments made up by President Taft yesterday for positions as supervisors of the census to be taken in 1910, it is understood that ten Virginians, one to act in each district of the State, have been named. Although the complete list is not available at this time, it is understood that C. P. Cardwell, of this city, will have charge in the Third District, and that R. P. Bunting, of Portsmouth, will conduct the campaign in the Second District. The official list for Virginia has not been given out.

The office pays well, and aside from personal duties the supervisor has the right to name all of his assistants. Probably fifty assistants will be allowed in each district. Mr. Cardwell left for his country home early yesterday afternoon, and could not be seen relative to a report that he had been offered the place. It is understood, however, that he will accept, and his acceptance is said to have been telegraphed to Washington yesterday. Under the last census Richmond is listed as a city of less than 100,000 inhabitants, but this was before the recent annexation of territory, and the count next year will put her in the class of cities which have a population of more than 100,000. It is the case Richmond will probably be listed as one of the twenty-five leading cities in the United States. In the event of the annexation of Manchester before the count is taken this city's standing will be about fifteen.

Mr. Kolner Retires.

George Wellington Kolner, State Commissioner of Agriculture and Immigration, is retiring in the country after the strenuous life he led in his final successful effort to defeat his competitor, J. Thompson Brown, of Bedford. Mr. Kolner will probably remain in the country for several weeks.

Services Postponed.

The projected meeting which should have been held at the Central Baptist church, in Henrico county, last Sunday has been postponed to the fifth Sunday. Other meetings throughout the county will follow until the circuit is completed.

MAN AND CALVES THROWN IN STREET

Front Axle on Wagon Broke, Pitching Out Biped and Quadrupeds Alike.

While carrying a load of unwilling calves to the market yesterday evening, Joe C. Gravins, of 601 East Marshall Street, suffered an accident which resulted in throwing himself and calves into the street, badly injuring him and setting the young bovines free to graze on the green sidewalks of the city.

The front axle of the wagon broke on North Brook Avenue, and the forward end of the wagon sank suddenly to the ground, pitching both biped and quadrupeds out. Mr. Gravins was painfully hurt, his back being wrenched by the fall and bruises and sprains being inflicted generally. But the calves landed right side up, and two of them leaped off in search of the succulent grass which grows between the cobblestones of Brook Avenue.

Several bystanders took part in the ensuing chase, and it was an even bet between them and the young bovines.

But the latter gave themselves up to the tempting blades which they found in their path, and, after a short run, they were easily captured by the pursuers. They were tied in the street until other arrangements could be made for their removal to the place where a long knife applied to the jugular vein turns them into veal for the table of the epicure.

Mr. Gravins was attended by Dr. Collier, of the city ambulance, who found that the injuries were not serious. He was taken home by the physician.

While the Sea-board is not what it might be as a physical property, the Chesapeake and Ohio is probably one of the best roads in the United States, and it would require many millions of dollars to put the Sea-board up to the Chesapeake and Ohio standard.

"There is no telling what will happen," said a high railway official yesterday, "but this much is certain. The Sea-board will fall into good hands, and I am satisfied that the new ownership will put the Sea-board on the right territory through which that line runs."

WRESTLING OVER TAX COLLECTIONS

Councilman Lynch Still Trying to Abolish Office Held by Captain Cunningham.

GOES TO SUBCOMMITTEE

Ordinance Providing for Change in Present System Briefly Discussed.

After but a partial discussion of its merits and demerits, the Council Committee on Finance last night referred to a subcommittee consisting of Chairman Pollard and Messrs. Buford and Mills the Lynch ordinance providing for the abolition of the position of Tax Collector, devolving the duties of that position on the City Treasurer. City Treasurer Pace was heard briefly on the ordinance, and the subcommittee was instructed to confer with him and with Tax Collector Frank W. Cunningham as to the plan proposed, and to report the probable saving and the extra cost entailed on the Treasurer's office were the change to be made. The committee will take some time to study the matter.

Tax Office in Charter.

The office of Collector of Taxes, now held by Captain Cunningham, is provided for in the charter of the city of Richmond, and can only be abolished by a legislative amendment to the charter. The Lynch resolution directs the committee on Finance to advise the City Attorney, to appear before the next Legislature and secure such a change to the charter of this city as will effect the abolition of the office and place the duty of tax collection on the City Treasurer.

In support of his proposition Councilman Lynch advanced the view that as at present constituted the office of Collector of Taxes provides for nothing more than the receiving of taxes; that the duty of the office is made up of making out tax bills against payers, according to lists supplied by the Commissioner of the Revenue, and the receiving for such money as is paid into the city in taxes and licenses, turning the money over to the City Treasurer at stated intervals.

But little effort, according to Mr. Lynch, is made to "collect" taxes other than to receive for money brought to the office and possibly to note certain large corporations and heavy taxpayers when their payments are due. All bills which remain unpaid for a specified term are turned over to the Collector of Delinquent Taxes, a position now held by T. W. Ward, who receives a commission of 5 per cent. on all he collects. An ordinance has recently been adopted allowing him to employ deputy street collectors for the collection of overdue taxes, at a commission of 20 per cent.

Receiver, Says Lynch.

The charter provides for a commission of 2 per cent. for the Collector of Taxes on all money passing through his hands. According to Mr. Lynch, he is a mere receiver of taxes, not in any sense a collector, and it is argued that a few additional clerks in the office of the City Treasurer could perform the duties of receiving for tax bills, just as they now receive for gas and water bills paid at the office of the City Treasurer, and it is argued that the cost of such a change would be less than the cost of the present system.

The budget of this year provides \$10,500 for the purpose, out of which Collector Cunningham has to pay his clerks. An argument in favor of the reform is that taxes become due but twice a year, and that the collector or receiver of taxes is therefore busy but for a small portion of the year, the period of making out bills and the rush weeks just before the dates are added. It is argued that to conflict with the payment of gas and water bills nor with the payment of State taxes, now paid at the office of the City Treasurer, and thus prevent confusion and congestion in that office.

STILL GUESSING ABOUT SEABOARD

Railroad Men Unable to Figure on Future Ownership of Property.

Railroad men hereabout, who are interested in the future welfare and development of the Sea-board Air Line are still in the dark in the matter of ownership after the receivership has ended. Various theories have been suggested, and one probable deal after another has been discussed without arriving at any definite idea as to what will happen within the next year.

It has long been believed by railroad people in this city that Edward H. Harriman was anxious to get a foothold in the South, like he has in the West, and pretty much all parts of the country for that matter. Before going abroad Mr. Harriman had made a reconnaissance into the South, and it was said that he could use the Sea-board as a valuable link with some of his other lines.

The recent talk that the Chesapeake and Ohio was for sale, it does not seem to have lived, though the Chesapeake and Ohio would be able to reach a new and valuable territory if it could go south of Richmond.

It might be as a physical property, the Chesapeake and Ohio is probably one of the best roads in the United States, and it would require many millions of dollars to put the Sea-board up to the Chesapeake and Ohio standard.

"There is no telling what will happen," said a high railway official yesterday, "but this much is certain. The Sea-board will fall into good hands, and I am satisfied that the new ownership will put the Sea-board on the right territory through which that line runs."

WORTHAM MAY BE NEXT POSTMASTER

Those Interested Receive Assurance That He Will Succeed Mr. Cabell.

ALLAN'S FRIENDS CONFIDENT

They Think the Assistant Will Follow His Chief in Office on September 1.

Friends of Charles E. Wortham received the assurance yesterday that he will be appointed by President Taft to fill the vacancy in the Richmond post office, and that he will assume official duties on September 1.

In the words of a prominent business man: "This is no surprise. We have always thought that Mr. Wortham, who is regarded as a Taft Democrat in politics, will be Mr. Taft's choice for the appointment. It is our belief that he will appeal to the business men, and we are not surprised at the assurance that he will succeed Mr. Cabell."

Mr. Wortham, who is now engaged in the insurance business here, has been allied with the city's best interests for a number of years, and is a prominent worker in the Chamber of Commerce.

Mr. Wortham could not be seen yesterday, as he is out of the city, and will not return until to-day. There has been some doubt about his willingness to accept the position, but his closest friends state that they have the assurance that he will accept.

Despite the fact that Mr. Wortham's name is prominently mentioned, and that first news that he will receive the appointment came from a Republican source, friends of Edgar A. Allan, Jr., are still confident that the new postmaster will be Mr. Cabell. Mr. Allan is absent from the city and will not return, it is said, until next week, being now in California.

There are nine applicants for the postmastership, and of this number four are said to be Taft Democrats. The announcement of the President's decision is more than likely to be made within the next day or two, as it is just the time when the committee will assume his duties. No names are mentioned, either by the Republicans or Taft Democrats, other than those of Mr. Wortham and Mr. Allan.

Since Royal E. Cabell assumed the office, the city has seen some of his work has been doubled, as the position now involves a duty to the State as well as to the city. The various second and third-class offices clear with the government through Richmond, and all the rural carriers in Virginia receive their salaries by check from this office. The salary is \$5,000.

OLD FREE BRIDGE AGAIN IN DANGER

City Asked to Appropriate Sum of \$1,500 for Temporary Repairs.

Again the Free Bridge is in danger, according to a report made to the Council Committee on Finance by the James River Bridge Commissioners last night, after the committee had recommended an appropriation of \$1,500 for urgent repairs to keep the structure open for traffic. The city of Manchester has been asked to appropriate a like amount.

The old bridge, now more than thirty years of age, is reported as being "rotten" to the last degree. Last year Engineer Isaacs, of the Bridge Commission, reported that it had outlived the general period of bridges of this character, and under a sudden strain, such as might at any time be put on the bridge, it would probably collapse. The two cities were at that time called upon and appropriated \$1,500 each for temporary props to reduce the vibration, and render the bridge reasonably safe for continued traffic. Now it appears that further repairs of a temporary nature will be needed unless communication between the two cities is to be cut off.

Want Bridge Lowered Down.

In the pending consideration of union between Manchester and Richmond, the question of bridges plays a large and important part. The Manchester committee on this subject has shown a preference for a bridge lower down the river than the present Free Bridge, whose southern terminus is well to the west of the heart of the city of Manchester. The paper on consolidation now pending, as recommended by the committee to the Chamber of Commerce of Richmond and the Manchester and Chesterfield Business Men's Association provides for a new bridge at or near the site of the present Mayo's Bridge, beginning at the end of High Street in Manchester, and reaching the Richmond shore either at Fourteenth or Fifteenth Streets.

The paper also provides an item of \$50,000 for general repairs and overhauling of the Free Bridge, with a view of putting the present structure in condition to last until the united city, with the growth and development which will inevitably follow the consolidation, especially on the South side, will be in a position to rebuild this bridge also. For no one seems to doubt that if the union goes through, the development of the Manchester side and the increased intercommunication between the north and the south sides of the river will eventually require two adequate bridges, if not more, for already there are rumors of crossing as high up as Hollywood Cemetery, and of putting a wagon-way beside the Belt Line Bridge, above the New Pump-house, in order to push out for residence sites on the Chesterfield shore.

Qualifications in Chancery.

George J. Green qualified yesterday as executor of the estate of Conrad Gross in the Chancery Court. The estate was valued at \$41,000.

Elizabeth A. Carter qualified as administratrix of the estate of Robert Curtis Carter. The estate is valued at \$18,513.

Joseph A. Hurd qualified as administrator of the estate of James V. Vaughan. The estate is valued at \$10,000.

Equity Court for Judge Ginnard, who is out of the city, on vacation.

NEW FIRE TRUCK FOR CHURCH HILL

Hook and Ladder Company to Be Located at Twenty-Eighth and S Streets.

EAST END TO BE PROTECTED

Petition from Many Citizens, Seconded by Fire Commissioners, Duly Heeded.

In response to a petition from a large number of citizens of the East End, warmly seconded by the Board of Fire Commissioners, the Council Committee on Finance last night recommended to the Council an emergency ordinance providing for the establishment of a hook and ladder company on Church Hill. The hook and ladder company will be located at the engine house, at the corner of Twenty-eighth and S Streets, and will be the fourth completely equipped ladder company in the city, the general proportion, according to the officials of the Fire Board, in cities the size of Richmond, being to have one hook and ladder company for each three engine companies. Heretofore the truck company at Eighteenth and Grace Streets has been serving the entire East End. The truck is large and heavy, the character of building in the wholesale and business section necessitating large ladders and complete equipment.

This has resulted in long delays in putting out fires, especially on Church Hill, and in the case of fires on the northern end of the hill, especially in the frame section, much damage frequently has been done before the arrival of the hook and ladder truck, although the truck is now on the upper part of Church Hill and responds promptly. The petition for the extension was seconded by applications from a number of churches, public halls, the City School Board, on behalf of several school buildings, and from various organizations having lodge rooms over stores. In all these instances, as well as in the case of residences, it was pointed out that in the event of fire it is most essential to have prompt facilities for saving human life, and for rescuing people from the upper floors of houses, as well as means whereby lines of hose may be taken into the heart of the blaze.

Needs of New Equipment.

Present Charles F. Taylor, of the Fire Board, presented a written statement of the needs of the new equipment, which, he stated, would add to the annual pay roll of the department \$5,918, the company consisting of one captain at \$1,150, three firemen of grade A at \$950 each and two of grade B at \$924 each. The department already owns a reserve truck, which may be used, as soon as the appropriation for the new company is available, and as the horses are already built, it will not be necessary at this time to purchase the horses and harness.

In explaining the urgent need for action, President Taylor said that the truck company No. 2, located at Eighteenth and Grace Streets, was the nearest to the territory to be served, but that the machine used at this point, weighed about 12,000 pounds, the board having placed here one of the heaviest types of ladder trucks for the protection of large buildings, in which there are hundreds of operatives. This truck, he said, could not be pulled up Church Hill, even under the most favorable circumstances, in time to render efficient aid, and when conditions are aggravated by storms and icy hills the truck could not be taken up at all, and the eastern section was then left practically without fire protection save from the engine companies. The ordinance providing for the new truck company was recommended unanimously.

Arrests Yesterday.

Bruce Monroe (colored) was arrested yesterday, charged with assault on Richard Williams.

Charles Moxley (colored) was arrested on a charge of stealing \$10 from W. D. Crenshaw.

Minnie Smith (colored) was arrested on a charge of stealing a quantity of clothing from Eliza Johnson.

Ferdinand Marshall (white) was arrested on a charge of stealing a gold watch from Ferdinand Volkman.

George C. Parker (colored) was arrested on suspicion of having committed forgery. It is said that there are a dozen cases of forgery pending against him.

Johnson Ford (colored) was arrested on a charge of assaulting John Holmes.

Joseph Jackson (colored) was arrested on a charge of stealing a pint of whiskey from the Straus-Gunst Company.

Mr. Lyneman Elected.

John H. Lyneman was unanimously elected manager of Richmond Conclave of Heptastrophs last night to succeed Isaac Held, retired.

SOUTH AROUSED TO NEED OF IMPROVED HIGHWAYS

Richmond Man Describes New Movement in Many States, Which Is Bearing Fruit Because Public Sentiment Is Behind It.

"Within the next five years, if the movement now under way continues, the South will be a network of fine highways," said a Richmond man last night, who has traveled extensively through the Southern States during the past six weeks. "What The Times-Dispatch has undertaken in Virginia is not different from the work of others in hundreds of localities, and what is more important, the people are taking more interest in the problem, and what has been held and held for years is being taken up."

As far down as Louisiana meetings are being held and bonds are being issued. There might have been a time when the farmer regarded the motor car as his enemy, but that idea has changed, and the man with a car is pulling together for the common good. Georgia and the Carolinas are in line, and everywhere sentiment is being created for good roads.

In Spangham, S. C., the other day I saw at least 1,000 handsomely printed signs, in show windows, offices and on the streets, calling upon people to vote for the good roads bond issue. Five meetings were held in the county of Spangham, and a politician of some prominence ten years ago brought

Suits Which Sold Up to \$25.00 Now \$11.00

Several hundred to select from in light, dark and medium shades, and in light and medium weights. This sale means clearance for us—and unusual money-saving opportunities for you.

Gans-Rady Company

RAILWAY COMPANY COULD HARDLY PAY FIRST MEETING AT BLACKSTONE

Engineers Say Toll Viaduct Over Marshall Street Will Not Yield Profit.

Engineers in no way connected with the Richmond and Henrico Railway Company or with the city government are of the opinion that the proposed viaduct over Marshall Street from College Street to Church Hill will never be used if the city waits for the railway company to build it. They think that no corporation in the business for money could afford to take up such a great undertaking with the hope of realizing a profit from the returns. Their opinion is that the railway company will not take advantage of the extension allowed by the Council, and if the bridge is built at all it will be done at the expense of the city.

It is pointed out that the distance is great and that the construction adequate for such a thoroughfare will be of the most expensive kind. According to the railway's plans, the viaduct will extend from great to crest of the two hills, thus affording a practically level roadway from the busy part of Church Hill to the City Hall. In the lowest part of the Valley, in the neighborhood of Sixteenth and Seventh Streets, the height of the viaduct will have to be as much as ninety feet—at the creek as high, perhaps, as 100 feet. The engineers cannot see how, with a rate of tolls that would attract any patronage, all, a company could expect to reap any profit, principally on account of the cost of construction and maintenance.

Church Hill Anxious.

If the company decides at the last moment not to build, the city will have the advantage of the fact that foundations have already been laid for steel pillars. These must either be utilized for the purpose for which they were first intended or removed from the site.

Church Hill people are waiting for the company's extension to expire, in order to present to the Council a petition asking that the bridge be built at the expense of the city. The city now remains to deposit the \$100,000 as a guarantee of good faith, and after that thirty days for the railway company to begin work. Otherwise Councilman Lynch, of Jefferson, and out of the Council, will make a strong effort to have the city take up the matter and build a free bridge.

AFTER TWO CONVENTIONS

Business Manager Dabney Carries Invitations From Chamber of Commerce.

Business Manager William T. Dabney, of the Chamber of Commerce, left the city yesterday morning on the trail of two big conventions. To-morrow, at Toledo, O., he will appear before the National Postmasters' Association, meeting there August 19 to 21. From Toledo he goes to Chicago to attend the convention of the National Laundrymen's Association, the sessions of which will be held August 22 to 25. He will be introduced to the postmasters by a letter from Postmaster Royal E. Cabell, inviting them to hold their next meeting in this city. At Chicago he will be assisted by M. J. Horne, of the local laundrymen's association. Indications are that both conventions will decide to meet here next year.

Blues' Excursion Big Success.

Nearly 1,000 persons boarded the Pocomantas for the annual moonlight excursion of the Richmond Light Infantry Blues' Battalion to Dutch Gap, Va., last night. Because of the threatening weather, many remained at home, and the crowd was not as large as it was last year, when 1,100 passengers were taken aboard and many left behind. No rain fell on the trip, and the cool weather and a smaller crowd made it more enjoyable than last year. Refreshments were served on the boat. All the officers and many enlisted men of the battalion attended.

Dr. Cowhy on Vacation.

Dr. W. L. Cowhy, one of the internes at the City Hospital, leaves this morning for his vacation, which he will spend in Powhatan county. He will return on September 1, when he will be assigned to ambulance duty.

BAD DREAMS Caused by Coffee.

"I have been a coffee drinker, more or less, ever since I can remember, until a few months ago I became more and more nervous and irritable, and finally I could not sleep at night, for I found that it would do me no good at all sorts and a species of distressing nightmares."

"Finally, after hearing the experience of numbers of friends who had quit coffee and were drinking Postum, and learning of the great benefits they had derived, I concluded coffee must be the cause of my trouble, so I got some Postum and had it made strictly according to directions."

"I was astonished to find how good and tasty it is. I entirely took the place of coffee, and to my very great satisfaction I began to sleep peacefully and sweetly. My nerves improved, and I wish I could warn every man, woman and child of the unwholesome drug—ordinary coffee."

"People really do not appreciate or realize what a powerful drug it is, and what terrible effect it has on the human system. If they did, hardly a pound of it would be sold. I would never think of going back to coffee again. I would almost as soon think of putting my hand in a fire after I had once been burned."

"A young lady friend of ours had stomach trouble for a long time, and could not get well as long as she used coffee. She finally quit coffee and began the use of Postum, and is now perfectly well. Yours for health."

"Read 'The Reason' in 'The Times-Dispatch'."

"Ever read the above letter? A new one appears from time to time. They are genuine, true and full of human interest."